



U.S. Department
of Transportation

400 Seventh St., S.W.
Washington, DC. 20590

**Bureau of
Transportation Statistics**

Worksheet for Calculating Carrier Classification (Motor Carriers of Property)

What Is This About?

This is to help you determine your carrier classification, which affects the reporting requirements of Form M and Form QFR.

Carrier Classification and Reporting Requirements

Motor carriers of property are classified based on their adjusted annual operating revenue. Carrier classification, in turn, determines what reports are required by BTS. We are providing the worksheet below for your convenience to help you calculate your carrier classification. If your classification has changed or is incorrect, please contact us. We will make any necessary adjustments and give you further instructions on any filing requirements.

<u>Classification</u>	<u>Adjusted Annual Operating Revenue</u>	<u>Reports Required By Law</u>
Class I	\$10 million or greater	Form M (Annual) Form QFR (Quarterly)
Class II	\$3 - 10 million	Form M (Annual)
Class III	Less than \$3 million	None

How to Calculate Your Carrier Classification

Upward and downward classification will be effective as of January 1 of the year immediately following the **third consecutive year** that your revenue qualifies. The steps in calculating your carrier classification are as follows:

1. Calculate your annual operating revenues. This is revenue from the transportation of property in interstate, and intrastate service while operating as a common and/or contract carrier. This includes:
 - Line haul and pickup & delivery services
 - revenues received under all operating authorities (regulated and unregulated)
 - revenues from your portion of interline shipments
 - revenues from local cartage service

Company Name: _____ MC #: _____

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- revenues received from any other motor carriers for lease of your operating rights and operating equipment
 - commissions received for performing brokerage services: **This excludes:**
 - revenues from private carriage, compensated inter-corporate hauling, and leasing vehicles with drivers to private carriers
 - revenues from non-trucking activities
2. Multiply this figure by the revenue deflator. In Table 1, we have calculated the revenue deflator for you. The revenue deflator is the 1994 average producers price index of finished goods (PPI) divided by the revenue year's average PPI, as shown in Table 2. Table 3 is an example calculation. This carrier would be a Class III because of its 1998 revenue. If 2001 revenue surpasses \$3 million, it will be reclassified as Class II in 2002.

Table 1 (After completion, fax to Russ Capelle at 202-366-3640.)

<i>Year</i>	<i>Annual Operating Revenue</i>	<i>x Revenue Deflator</i>	<i>= Adjusted Annual Operating Revenue</i>
1998	\$ _____	. 96	\$ _____
1999	\$ _____	.94	\$ _____
2000	\$ _____	.91	\$ _____

Table 2

<i>Year</i>	Producers Price Index (PPI)	Revenue Deflator
1994	125.0	1.00
1995	127.0	.98
1996	131.3	.95
1997	131.8	.95
1998	130.6	.96
1999	133.1	.94
2000	138.0	.91

Table 3

<i>Year</i>	<i>Annual Operating Revenue</i>	<i>x Revenue Deflator</i>	<i>= Adjusted Annual Operating Revenue</i>
1998	\$2,695,000	.96	\$2,587,200
1999	\$3,345,000	.94	\$3,144,300
2000	\$3,543,000	.91	\$3,224,130

Note: Yearly PPIs reflect non-seasonally adjusted data released in January of subsequent year.